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October 22, 2009

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**SUPERVISOR MARK RIDLEY-THOMAS CALLS FOR
REGIONAL RATIONALITY AND GEOGRAPHIC EQUITY
IN MTA'S LONG RANGE TRANSPORTATION PLAN**

LOS ANGELES – In an effort to reconcile parochial differences, Supervisor Mark Ridley-Thomas introduced a motion at today's meeting of the Metropolitan Transportation Authority that championed "regional rationality and geographic equity" in the agency's Long Range Transportation Plan.

The motion called for amending the plan and directs the MTA staff to pursue potential funding sources to close funding gaps on the Crenshaw/LAX Transit Corridor and the Gold Line Foothill Extension.

The Crenshaw/LAX Transit Corridor, which will connect the airport with the Green Line and the Expo Line under construction between downtown and Culver City, is currently budgeted for \$1.75 billion. But community residents have identified several concerns regarding public safety and economic impacts that will require additional funding.

The Gold Line Foothill Extension, which extends from the current terminus in Pasadena to the City of Claremont/Los Angeles County line, also has a funding gap.

Local communities have also identified deficiencies in the Transportation Plan's Highway Element, including the need to improve the I-5 freeway from the I-605 to the I-710 freeway, the I-710 from the Ports of Los Angeles and Long Beach, and

the I-5 from SR-14 to the Kern County Line in order to accommodate economically necessary goods movement and public mobility.

“The citizens of Los Angeles County expect a Long Range Transportation Plan which provides regional rationality and equity with an appropriate balance of projects and priorities,” Supervisor Ridley-Thomas said.

His motion also directed the MTA staff to update project cost estimates to reflect current construction market savings; accelerate projects to reduce overhead and carry-costs, including possible use of bonding and borrowing against future sales tax revenue; and explore Benefit Assessment Districts to capture the tax increment created by Metro investments.

The amended motion was co-authored by Los Angeles County Supervisor Mike Antonovich and Duarte City Councilman John Fasana.

Last month, the MTA Board voted to concentrate efforts for federal funding on the Wilshire Subway Extension and a project that better connects rail lines passing through downtown, but opted not to ask for money for other new projects in the County.

This week, a bipartisan, 14-member coalition of the County’s Congressional delegation sent a letter to the MTA Board, urging the panel to develop “a more inclusive, regional and long-term strategy” to maximize federal funding.

In their letter, the members of Congress noted the County is investing \$40 billion in voter-approved Measure R money over the next 30 years for local transportation. But they expressed concern the County is “not positioning itself well to receive its fair share” of federal funding for new projects.

Acting on a motion by Supervisor Ridley-Thomas, the Board of Supervisors Tuesday unanimously called on the MTA Board to address concerns raised by the members of Congress.

On Wednesday, eight members of the state Legislature followed suit, releasing a letter that called on the MTA to ensure that new transit projects in the County are allowed to compete for federal funding.

“Metro’s request of the federal government must be geographically representative of the entire region,” the state lawmakers, who represent Assembly and Senate districts in the County, said in their letter.

Supervisor Ridley-Thomas noted that state, federal and local elected officials have now urged the MTA “to develop a more inclusive strategy” to maximize federal funding.

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